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1 September 1964

MEMORANDUM FOR THE RECORD

SUBJECT: Cancellation of the NPIC Traffic Analysis Survey Project on the Truck Traffic in North Vietnam, Laos, and Cambodia

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25X1A1. On 7 August [REDACTED] DIA, advised [REDACTED] that Gen. Carroll had reviewed the latest ORR draft memorandum based on the Traffic Survey and other sources and was extremely pleased with it. [REDACTED] stated that since there was a sufficient data base for USIB to make a decision on what further action to take in regard to photo coverage of roads, DIA felt that the time-consuming requirement for NPIC to analyze the traffic should be cancelled at least for the present. [REDACTED] said that ORR might need to have the survey continued on certain strategic roads in North Vietnam and Laos in order to provide continuity in case further reporting to USIB would be expected.

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2. During the following week, after discussions with [REDACTED] I informed DIA and NPIC that CIA would agree to the cancellation of the original requirement and later amendments for the traffic analysis survey, but would submit a new requirement for traffic analysis on a few key roads after coordination with the appropriate analyst in DIA.

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3. On 18 August ORR submitted the modified requirement after having coordinated with [REDACTED] of the Transportation Division, DIA AP-IT. A copy of the draft was sent to [REDACTED] of the SAO, DIA, who serves as the DIA Member of the Advisory Committee (ADCOM) to NPIC. [REDACTED] is also in the SAO, DIA.)

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4. During the week of 17 August I learned that NPIC had objected to certain parts of the requirement, and that DIA had withdrawn support as coordinator. A final completion date of 1 July 1965 had erroneously been put on the requirement, which we immediately agreed to strike, since the intent was to continue the requirement in the form submitted only until USIB would decide the next step. A request for more precision in reporting percentage of roads covered was also objected to by NPIC, and again ORR agreed to leave this out. Finally, after discussions in detail of the remainder of the requirement with [REDACTED] as well as with NPIC personnel, the requirement was further

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pared to leave only five route segments for NPIC to report on.

5. On Friday, 21 August, the much reduced requirement was put on the agenda for ADCOM consideration without our having received final word from DIA as to whether or not they would support it. Ten minutes before the meeting [REDACTED] informed me that DIA would not support it. When it came up for ADCOM consideration I withdrew it on the basis that if DIA could not support it then it was not of national interest and should be done departmentally if at all. I asked [REDACTED] however, to cable the field to report in the IPIRs any trucks seen in the course of the regular read-out, and he assured me that this would be done. Such reporting should alert us when the roads have improved enough to need watching more closely.

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6. From my conversations with [REDACTED] it is apparent that Gen. Carroll and those who work for him are very appreciative of the work that ORR has done on the traffic count. They feel, however, that since enough data has been accumulated to make a judgement on the usefulness of photography for the traffic studies, it is a waste of manpower for NPIC to continue to review the photography for traffic count during the rainy season, especially when so many other FI jobs need to be done. They point out that the IPIRs continue to be produced in the field and that several order-of-battle studies are being produced by DIA on a departmental basis from the photography that comes to Washington. When the weather improves and the traffic on the roads begins to move in volume again, they may want to have the NPIC traffic survey reinstated, but a lot will depend on what COMOR and USIB decide to do about continuing and/or changing the flights, and what comments the field makes on the ORR study.

7. After consultation with ONE, OGI, and DD/P, ORR has concluded that the indications requirements, at present scales of activity, can be more efficiently met by low level observation of changes in OB as now being read-out than by analysis of high level photography. This view is developed in [REDACTED] Memorandum For the Record of 31 August. No further requirements will be levied on NPIC to provide traffic analysis from the Lucky Dragon photography until USIB has decided what course to follow in regard to reconnaissance of the area involved.

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